101 Peninsula Fact Sheet

US 101 PENINSULA corridor system management plan

Steps in US-101 Peninsula CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment & Identify Potential Strategies
- Complete Evaluation of Potential Strategies
- Complete Draft CSMP **(Oct. 2010)**
- Adopt Final CSMP **(Dec. 2010)**

US-101 Peninsula CSMP: Connecting San Francisco to Silicon Valley

US-101 on the Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. Along the Peninsula, it serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) in the southern end of the corridor. It links with the East Bay via the Dumbarton Bridge (SR 84), the San Mateo Bridge (SR 92), and the SFO Bay Bridge (I-80) in San Francisco, and it provides access to the Port of Redwood City.

Understanding CSMPs

A Corridor System Management Plan (CSMP) responds to the following questions:

- How is a corridor performing?
- Why is it performing that way?
- What strategies and improvements best address the problems?

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) requires CSMPs be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the US-101 Peninsula Corridor, whose limits are the SR-85 South interchange in San Jose to the San Francisco/San Mateo County Line.

The US-101 Peninsula CSMP is expected to be completed by early 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the San Mateo City/County Association of Governments (C/CAG), and the Santa Clara Valley Transportation Authority (VTA); these agencies are primarily responsible for funding and implementing regional and interregional transportation projects in the corridor.

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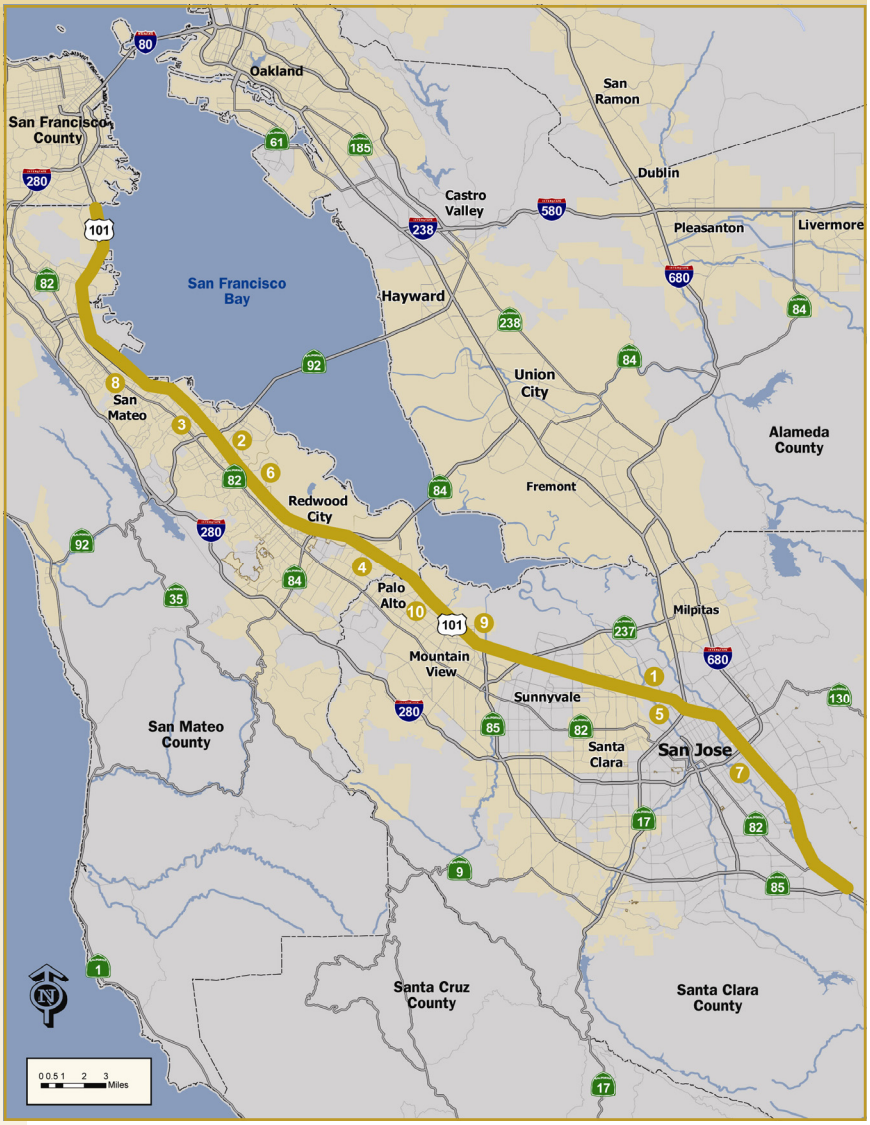
Top 10 congested Locations (2007) for US 101 Peninsula

Morning Peak-Period

1. North Bound, I-280/680 to North of Trimble Road — 1,990 VHD*
2. North Bound, Hillsdale Blvd. to 3rd Ave. — 1,580 VHD*
3. South Bound, South of Hillsdale Blvd. to 3rd/4th Ave., North of Poplar Ave. — 1,210 VHD*
4. South Bound, Marsh Road South of University Ave. — 760 VHD*

Evening Peak-Period

5. South Bound, Great America Parkway to North 13th St. / Oakland Road — 3,210 VHD*
6. North Bound, Whipple Ave. to Hillsdale Blvd. — 2,440 VHD*
7. South Bound, South of Alum Rock to South of Tully Road — 1,790 VHD*
8. South Bound, San Francisco International Airport to South of 3rd/4th Ave. — 1,380 VHD*
9. North Bound, Ellis St. to San Antonio Road — 1,300 VHD*
10. South Bound, Willow Road to south of Rengstorff Ave. — 640 VHD*



Source: State of the System 2008

** VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.*

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement projects on the US-101 Peninsula corridor:

- Widen Yerba Buena to I-280/I-680 Interchange
- Auxiliary Lanes: SR-85 to Embarcadero Rd
- Auxiliary Lanes: Marsh Rd to Embarcadero Rd

Caltrans District 4 is the lead agency on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

Corridor Specific Issues

- Access to San Francisco and San Jose International Airports
- Significant commute traffic to/from Silicon Valley and San Francisco
- Robust transit network with bus transit, Caltrain and BART services
- Developing urban centers along El Camino Real
- Access to airport and Bayshore business parks, industrial uses, sport and entertainment venues, as well as Peninsula and South Bay communities

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Malcolm Gilmour** at 510-286-5553 or email at malcolm_gilmour@dot.ca.gov